

INFORMATION REPORT

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REPORT

DATE DISTR. 14 January 1954

NO. OF PAGES 2

REQUIREMENT NO. RD

REFERENCES

1. By April 1953 automobile business offices, which had been organized for some time in the important cities and guns in North Korea, were united into provincial automobile business centers with branch offices in cities and towns. These centers, which formerly had been cooperatives of automobile businessmen, in April 1953 were under the direct control of the North Korean Ministry of Transportation.
2. In April 1953 the North Hamgyong Provincial Automobile Business Center was in Ch'angp'yong-dong (N 41-49, E 129-46) (EB-6429), Ch'ongjin, at EB-644303. The center was composed of the following buildings: An office building 10 meters long, 4 meters wide, and 2.5 meters high, with a tin roof camouflaged with pine boughs; an automobile repair shop, 5 meters north of the office building, which was 20 meters long, 6 meters wide, and 3 meters high, with a tin roof camouflaged with pine boughs; and a dormitory for the employees, 6 meters east of the repair shop, which was 8 meters long, 4 meters wide, and 2 meters high, with a tin roof and wooden walls.
3. There were approximately eight staff members employed in the office and 50 employees in the repair shop. The employees of the center, including the truck drivers, wore khaki uniforms, combat caps, and badges of the Transportation Ministry. There was no system of rank for these employees, although such a system was anticipated. Many of the repair shop employees had drivers licenses. The center sponsored a one-year training course in driving and the technique of repair work for men primary school graduates over the age of 18. The theoretical instruction was conducted in the office building and the practical training in the repair shop. About 50 men were enrolled in this course.
4. The automobile repair shop was equipped with a variety of machines and tools, including lathes and welding machines. Fifty meters north of the repair shop there were more than 30 vehicle revetments dug into the base of a mountain at 4 meter intervals. Approximately 10 trucks awaiting repairs and 20 trucks belonging to the center were hidden there during the daytime, camouflaged with grass and boughs.

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5. The center had approximately 100 trucks, of which 90 percent were rebuilt Japanese trucks and the remainder Soviet-made 6 x 6 ZIS-151 cargo trucks. The center was anticipating the arrival of additional trucks from the Soviet Union and Czechoslovakia. Fuel for the trucks were kept in drums which were stored in a tunnel 5 meters to the rear of the office building.
6. The trucks belonging to the center transported freight for various government offices and occasionally served as passenger buses. Travel permits were needed to purchase bus tickets. Government officials had priority in obtaining tickets, therefore making it extremely difficult for ordinary civilians to obtain passage. The fare for the ordinary civilians was several times greater than the fare for officials.

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